

Broadway - Re: Broadway Corridor Planning Charente - October 21st

From: Jennifer Burdick
To: Chuck Martin
Date: 10/22/2013 3:23 PM
Subject: Re: Broadway Corridor Planning Charente - October 21st
CC: Broadway

Chuck,

Thank you very much for submitting this alternative cross section. This is representative of obvious time, thought, and expertise, and is much appreciated.

I will forward this email and attachment on to the Task Force and the project team for their consideration and possible discussion at the Thursday (10/24) meeting.

Respectfully,
Jenn

Jennifer Toothaker Burdick, Project Manager
Broadway: Euclid to Country Club Roadway Improvement Project
City of Tucson Department of Transportation

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>>> On 10/22/2013 at 1:09 PM, "Chuck Martin" <cmartin@rickengineering.com> wrote:

To whom it may concern;

(Please note that the following comments are my personal comments as a native resident of Tucson, a user of Broadway and based on my interest as an architect/planner. These comments are not related in any way to my employer - Rick Engineering.)

I have been following the planning process for the project for quite a while, but was not able to attend the Public Meeting in September. I have reviewed the materials from that meeting and attended the meeting last night to try to get up to speed. I listened to the presentation and comments from the task force and audience and realized there will be a lot of give and take in the future. I also noted some urgency.

The purpose of this email is to offer an alternative to the current materials based, my understanding of the importance of the following constraints:

1. The historical importance of many of the buildings along Broadway - therefore I looked for a plan that would keep as many buildings as possible.

2. The need for functionality of the roadway for all: vehicles, bicyclists, pedestrians

I am offering a hybrid 6-lane, 130' ROW section, that allows for a 16' median, 6 - 11' lanes, 2 - 5' bike lanes and 2 - 19' parkways. The 19' parkways are wide enough to allow for either wide landscape borders with meandering 8' sidewalks, bus pull-outs and/or right-turn deceleration lanes. This section has some flexibility to be narrowed (median and parkways) if necessary or widened to a more standard section where there is more width.

Based on my preliminary review of the corridor, it appears for the most part that this section will fit between the buildings along the road. In some areas this will mean that building doors will open onto the sidewalk. The topography along the corridor would seem to allow this type of design.

Parking between the building and the street would be lost. I have shown replacement parking with the demolition of selected buildings along the corridor. By moving the parking into central locations, the functionality of the street is improved.

I want to thank all of the task force members and staff for their time and commitment to this project. I would be happy to answer questions you may have.

Sincerely,

Chuck

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Chuck Martin, R.A.

Principal Project Planner

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